



**State of Washington
Department of Transportation
Notice to Consultants
SR 518, Environmental Assessments**

Washington State Department of Transportation (WSDOT) solicits interest from consultants interested in submitting a Statement of Interest to provide Environmental Assessment Services for the Urban Corridors Office (UCO). WSDOT will be awarding a minimum of one (1) agreement. The agreement will be for two (2) years duration and will be for approximately \$960,000 to \$1,370,000.

Project Description

Two (2) separate Environmental Assessments (EA) will be produced for the project as part of this agreement. These two (2) EA elements are described below:

SR 518 Improvements between SeaTac Airport and the I-5/I-405 Interchange

The purpose of this scope of work is to prepare a NEPA EA for the SR 518 Improvements between SeaTac Airport and the I-5/I-405 Interchange project consistent with WSDOT, FHWA, and NEPA guidelines. Contingent upon project reviews and public/agency comments it is anticipated that the project will take approximately 18 months.

The project is located along SR 518 and the SR 99 Interchange and South 154th Street. It is just east of the SeaTac Airport. The project consists of the following:

- Add a third eastbound lane between SeaTac Airport and the I-5/I-405 Interchange;
- Revisions to the South 154th and 24th Avenue South Interchange;
- Revisions to the SR 518 and SR 99 Interchange; and
- Addition of a westbound frontage road between 24th Avenue south and SR 99.

The project is being designed to correct the existing operating inefficiencies and to accommodate projected growth in the surrounding community and the Port of Seattle facilities over the next 20 years. Following completion of this EA, the project will be phased. Design and construction of the 3rd eastbound lane will proceed immediately, provided funding is available. The remaining portions of the project will be designed and completed as future funding becomes available.

A NEPA EA will be prepared which will include these components. Pursuant to the recommendation in the SR 518 Route Development Plan (RDP) (WSDOT, June 2002), two (2) alternatives will be analyzed in the EA. Although EA's typically look at one preferred alternative, this document will include the two (2) recommended alternatives. Based upon the findings in the EA, a preferred alternative will then be recommended.

SR 518/SR 509 Interchange:

The purpose of this scope of work is to prepare a NEPA EA for the SR 518/SR 509 Interchange project consistent with WSDOT, FHWA, and NEPA guidelines. Contingent



upon project reviews and public/agency comments, it is anticipated that the project will take approximately 18 months.

The project is located along the junction of SR 518 and SR 509. The proposed alternatives a hybrid combination of limited access and local connections through a single interchange. It consists of the following components:

- Replace the existing diamond/loop interchange with a three-quarter single point urban interchange (SPUI);
- Construct a southbound to eastbound freeway-to-freeway ramp. The ramp could cross under SR 518, then over SR 509, or tunnel under both facilities; and
- Modify local access to and from Burien through reconfiguration of the existing intersection or replace the existing interchange with a SPUI.

The project is being designed to correct the existing operating inefficiencies and to accommodate projected growth in the surrounding community over the next 20 years.

A NEPA EA will be prepared which will include these components. Pursuant to the recommendation in the SR 518 RDP (WSDOT, June 2002), one (1) alternative, with two (2) local access options, will be analyzed in the EA. Although environmental assessments typically look at one (1) preferred alternative, this document will also include evaluation of the two (2) alternative local access options. Based upon the findings in the EA, a preferred alternative (and option) will then be recommended. Following completion of this EA, the project will be phased. Design and construction of the freeway-to-freeway ramp from southbound SR 509 to eastbound SR 518 will proceed immediately, provided funding is available. The remaining portions of the interchange will be designed and completed as future funding becomes available.

In addition to the above EA's a CEVP will be performed for the project, once the general footprints and alternative layouts are advanced far enough to come up with a more accurate range of estimated construction costs and in accordance with the department's policy. The current cost estimates in the RDP are planning level costs and need to be revisited.

The deliverables under this agreement will include two (2) completed EA documents and the supporting disciplinary studies and preliminary engineering work required to advance the projects further into design and PS&E.

Note: Most of the above types of services must be directly related to an engineering project, if not, they must be procured following the personal services procurement requirements Revised Code of Washington (RCW) 39.29.

Evaluation Criteria

Pursuant to state and federal regulations, a qualifications-based selection process will be used to select a consultant for each of these projects. The following information and criteria will be used to evaluate and rank responses:

1. Qualifications/Expertise of Firms on Team;



2. Qualifications of Proposed Project Manager;
3. Key Team Members Qualifications (Prime Consultant and Sub-Consultants);
4. Firm's Project Management System (Prime Consultant Only);
5. Project Delivery Approach; and
6. References/past performances (Prime Consultant Only.)

The link to the definitions and point value for each of the proposed criteria may be found on the first page of this advertisement web site.

NOTE: It is imperative that the consultant reviews the definitions of the scoring criteria. We have included requirements and/or limitations for the information that is being requested. All scoring criteria will be rated on a scale of 0 (Low) to 20 (High.)

Submittals

Consultants are invited to submit their Statement of Qualifications at their own cost. WSDOT assumes no obligation of any kind for expenses incurred by any respondent to this solicitation. The submittal is limited to a total maximum number of twenty-five (25) sheets submitted only on single sided (single sided meaning one side only of a single sheet of paper) typed 8.5" x 11" paper (if charts and/or graphs are utilized text must be a readable size font), and with type size no smaller than 12 point.

Your Statement of Qualifications must be broken into two (2) separate packets. Your Statement of Qualifications "Packet A" must consist of:

- Your responses to scoring Criteria 1 through 5.

Your Statement of Qualifications "Packet B" must consist of:

- Your letter of transmittal;
- Your response to scoring criteria 6; and
- Your Submittal Information Packet forms.

The page limitation does not apply to the front and back covers of "Packet A" and all of "Packet B."

The Statement of Qualifications shall meet the following requirements or will be deemed non-responsive and will not be eligible for consideration of this work:

- Title of the Request for Qualifications and your firm clearly identified on the cover of the submittal Packets "A" and "B", and the letter of transmittal;
- Statement of Qualifications broken into "Packet A" and "Packet B" as indicated above;
- Responsive to all evaluation criteria;
- Meeting page limitations and font size requirements; and
- Meeting submittal deadline submission date.

Materials submitted in response to this competitive procurement shall become the property of WSDOT and will not be returned. All submittals received will remain confidential until



WSDOT and the successful Consultants sign the agreements resulting from this advertisement. All submittals are deemed public records as defined in the RCW 42.17.250 to 42.250.340.

Faxed or e-mailed submittals will not be accepted. Four (4) copies of your "Packet A" and one (1) copy of "Packet B", whether mailed or hand-delivered, must arrive at the following address no later than 5:00 pm on Tuesday, June 8, 2004:

Mr. Michael B. Rice
Director, Consultant Services
Washington State Department of Transportation
Capital View II Building, 2nd Floor
724 Quince Street SE
Olympia, WA 98504-7323

Note: Please be aware that if you mail your submittal utilizing the United States Postal Service (USPS), an additional two (2) working days will be added to the delivery time due to the fact that all State Agency mail must go through an internal Campus Mail system first before it reaches its final destination. Submittals mailed via USPS must account for this added delivery time in order for the submittal to reach the Consultant Services office by the due date and time.

Any questions regarding the submittal process should be directed to the Consultant Services Office, at 360-705-7104. All questions regarding the technical aspect of this request should be directed to Mr. Mehrdad Moini, Project Contact at 206-768-5686.

The department has an overall Disadvantaged Business Enterprise (DBE) Goal. The DBE goal for participation will be obtained through a combination race-neutral/race-conscience means as outlined in WSDOT's "Disadvantaged Business Enterprise Program Plan." The department encourages disadvantaged, minority, and women-owned consultant firms to respond.

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling collect 206-389-2839. Persons with hearing impairments may call 1-800-833-6388 (Washington State Telecommunications Relay Service) and ask for 206-515-3683.

Dates of publication in the Seattle Daily Journal of Commerce: Tuesday, May 18, 2004, and Tuesday, May 25, 2004.

Submittal Due Date: Tuesday, June 8, 2004.